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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
0	18	2,542	45,756	1	25	450	5是	140	2,520	100	1,800	50	900	-	-	400	7,200
I	22	3,955	87,010	2	79	1,738	7호	296	6,512	100	2,200	100	2,200	519	11,418	1,091	24,002
II	20	3,670	73,400	2 1	91	1,820	10 '	367	7,340	70	1,400	100	2,000	340	6,800	276	5,520
III	18	2,140	38,520	5	107	1,926	11	235	4,230	- 30	540	75	1,350	80	1,440	25	480
IV	19	434	8,246	3	13	247	9	39	741	•	-	25	475	3	57	8	152
Zko	25	369	9,225	2	7	175	8	29	725	-	-	-	-	3	200	, -	<u> </u>
		13,110	262,157	2,46	322	6,356	8,43	1,106	22,068	300	5,940	350	6,925	950	19,915	1,800	37,354

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19	20	21	2 2	23	24	25	26	27	28	29	30	31			
715		28.1	5•9	1,827		309	1,941		329	114		20	2,631		
2,185	-	55•2	5.6	1,770		316	1,837		328	67		12	3,943		
1,244		33•9	7•3	2,426		332	2,460		337	34		5	3,613		
552		25.8	7.0	1,588		227	1,834		262	246		35	2,279		
88		20.3	8.0	346		43	400		50	54		7	475		
44		11.9	4.9	325		66	358		73	33		7	395		
4,828		36.82	6.4	8,282	1	,293	8,830		1,379	548		86	13,336	1	

Round trip period 1954: Round trip period 1955: 6.5 days 6.45 days 2

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used for the transportation of black and white products (gasoline are and lubricants respectively), the composition of the park of tank cars, tank cars to be deactivated, damaged cars, and cars to be new manufactured in 1956. In detail, the following can be said with	
reference individual columns of the attached tabulations	25¥1
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f type of cars was reported previously.	25X1
Column 3:	 · 25X1
On 22 April 1955, a grand total of 13,349 tank	25X1
The lower total number of cars assumed to be available on 1 January	
is explained by the fact that the number of cars scheduled to be de-	
activated by that date exceeds the number of 102 tank cars newly manufactured in 1955.	25 X 1
Columns 5 to 10:	
The number of damaged and deactivated cars (11 percent) remains nor	nal.
Columns 23 and 26:	
These figures indicate that stocks of tank cars of all types are in quate for present needs. This gap will have to be filled by the con	ade- struction
of new cars. (see column 29)	
Column 29:	4
The 1955 railroad tank car construction program envisaged the build of 50 four-axle cars for gasoline (type0), 22 cars with heating tub	M ng
for sulphuric acid (type III), and 30 cars for the transportation	 Calif
bitumen (type II).	25 X 1
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	e de la composition della comp	13,110	262,157	2.46	322	6,356	8.43	1,106	22,068	300	5,940	350	6,925	950	19,915	1,800	37,354

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2,185		55.2	5.6	1,770	316	1,837		328	67		12	3,943			
1,244		33.9	7.3	2,426	332	2,460		337	34		5	3,613	٠.		
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88		20.3	8.0	346	43	400		50	54		7	475			
44		11.9	4.9	325	66	358		73	33		7	395			
4,828	ther are the said of the St. William	36.82	6.4	8,262	1,293	8,830		1,379	548		86	13,336	1		

Round trip period 1954s

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Round trip period 1955:

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